

The Hongkong Telegraph.

No. 3211

WEDNESDAY, AUGUST 3, 1892.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....£1,000,000
Subscribed Capital.....£ 500,000
HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq., Chairman.
Chen Kit Shan, Esq., W. Wotton, Esq.,
C. J. Hirst, Esq., Kwan Hoi Chuen, Esq.,
Chief Manager.
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN
LONDON:—
THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

BANKERS:—
The Alliance Bank (Limited).
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS OPENED. Money
received on Deposit. Drafts issued. Bills
purchased and collected. Advances made on
Securities or goods in neutral Godowns. Usual
Bank Agency business undertaken.
Interest for 11 months Fixed 5 per Cent.
CURRENT ACCOUNTS 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 " 13 " 14 " 15 " 16 " 17 " 18 " 19 " 20 " 21 " 22 " 23 " 24 " 25 " 26 " 27 " 28 " 29 " 30 " 31 " 32 " 33 " 34 " 35 " 36 " 37 " 38 " 39 " 40 " 41 " 42 " 43 " 44 " 45 " 46 " 47 " 48 " 49 " 50 " 51 " 52 " 53 " 54 " 55 " 56 " 57 " 58 " 59 " 60 " 61 " 62 " 63 " 64 " 65 " 66 " 67 " 68 " 69 " 70 " 71 " 72 " 73 " 74 " 75 " 76 " 77 " 78 " 79 " 80 " 81 " 82 " 83 " 84 " 85 " 86 " 87 " 88 " 89 " 90 " 91 " 92 " 93 " 94 " 95 " 96 " 97 " 98 " 99 " 100 " 101 " 102 " 103 " 104 " 105 " 106 " 107 " 108 " 109 " 110 " 111 " 112 " 113 " 114 " 115 " 116 " 117 " 118 " 119 " 120 " 121 " 122 " 123 " 124 " 125 " 126 " 127 " 128 " 129 " 130 " 131 " 132 " 133 " 134 " 135 " 136 " 137 " 138 " 139 " 140 " 141 " 142 " 143 " 144 " 145 " 146 " 147 " 148 " 149 " 150 " 151 " 152 " 153 " 154 " 155 " 156 " 157 " 158 " 159 " 160 " 161 " 162 " 163 " 164 " 165 " 166 " 167 " 168 " 169 " 170 " 171 " 172 " 173 " 174 " 175 " 176 " 177 " 178 " 179 " 180 " 181 " 182 " 183 " 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corrupted by the introduction of Celestial civilization. I send you a few impressions of what I have called "Chips," and hope they will not be too dry to prove interesting.

Beyond the confluence of the Min and Yangtze rivers in Weichen Szechuen, (west of the former and north of the latter) there is a large territory known vaguely to the Chinese by the term "manx country" which is practically a land unknown.

Following the course of the Yangtze for a couple of hundred miles from the point of its junction with the Min, we soon leave the known and much travelled roads, for small, difficult pathways (country calls them "roads") but country and truth do not always meet, in China at least through a sparsely populated, picturesque country.

Here the old Yangtze, still a respectable stream in point of size, froths along its restless course, dammed in by rocky cliffs and steep mountain heights.

A poor peasant peasant finds it a difficult task to make a living off the reluctant soil. Maize, wheat, and other small grains are grown on the mountain sides, while some sugar and rice are raised in favoured spots in the scanty valleys.

Coal mining is an important industry below Ping shan—memorable as the scene of Capt. Blackiston's struggle with the Chinese authorities in the early days of Foreign travel in inland China.

The river opening into the sea is a narrow mouth of the coast, in a line a long way up the mountain side, in the face of an almost perpendicular cliff. In order to reach the boats below, in which the coal is carried to the place of consumption, the miners have constructed an aerial track, by stretching two parallel ropes from the edge of the river to a platform built at the entrance to the mines.

The ropes, made of bamboo, are about three inches in diameter, fastened to each rope, and a basket attached to each block, they are connected by a smaller rope which works round a winch at the upper platform, where a boat is to be filled; the coal is loaded into the basket which is at top, and then sent spinning down the track.

As the full basket descends on the one track it draws up the empty one on the other, which in its turn is filled and sent down, so it goes on and on.

And the whirling of the running baskets is a familiar sound in this district. In other places where the hills are not steep the coal is drawn from the mine to the boats in baskets set on wooden runners, over a fairly even track which is kept moist and slippery by water sprinkled from bamboo tubes, carried by the men who drag the sleds.

These men, who have a hard life of it, for the most part are strong like fellows, clad in simple cool-dust and daylight, and get but a bare pittance for their days of slavery.

South of the great rivers where water carriage is not available, one may see men, women and children engaged in the arduous task of carrying the coal to the market, and may judge of the scale of remuneration from the fact that the coal is mixed and carried for fifty Chinese miles over a mountain road, and then sold at the rate of one hundred and fifty cash per hundred catties.

A poor district implies poor food. The way-side restaurants are thatched roofs reared on bamboo poles, and the fare is a choice between small dumplings of coarse wheat meal, well steamed, and poor rice and vegetables.

The party arrived at such a place by seven o'clock after a twenty-hour walk over rough places. "What is there for breakfast, gentlemen?" "Dumplings and rice," replied the keeper of the restaurant. "Got any vegetables?" "No, there's no vegetables up here." The men at once started a discussion on the choice before them.

The price and size are canvassed and the relative staling and filling qualities of each, till half decide on wheat and half on rice. The keeper of the restaurant, who is the owner of an incident that occurred two days ago. We were at a tea-shop in a market village where some silkworms are raised. The silk is being wound from the cocoons just now and in this process the grub in the cocoon is killed, and then sold for food. Well, as we were taking a spell of rest, a man came along with a basket of these grubs and kindly made me a present of a dish, adding by way of comment that they are extremely nourishing to the body. I was willing to take it on faith, but when he generously added a little sauce and brought the chopsticks, what could one do but try two or four of the "animals" were devoured without not wishing to be secondarily generous. I walked over to the door and divided the rest between the coolies, who seemed to enjoy them. I was just congratulating myself on the success of the plan, when my large friend inquired of such wretched self sacrifice heaped my dish full a second time and left me the excuse that that served me well in the first instance.

Navigation of the river at this distance from its mouth is difficult because of the many and very long rapids—we passed one said to be five miles in length, and another flanked by an alarming whirlpool that seemed to enjoy the sport it had with our poor little craft. We were knocked from side to side, reared on the crest of the raging water or thrown down into the scething foam, as if we were rushing into a huge boiling cauldron—very exciting—but "distance lends enchantment," decidedly.

One afternoon as we were tramping along the south side of the Yangtze we heard a great commotion on the opposite side of the river and saw a group of peasants standing at the edge of the cliffs which line the river here, hurling stones down and shouting defiance at some monkeys below. A group of these latter, looking like two families, were concealing themselves in the cave and left me that effectively expelled them from their quarters.

The monkeys had invaded the sanctuary of a local idol established in one of the caves, hence the enraged peasants had come down to drive these children of the soil from their ancient patrimony denying to them that "sacred tenure" which according to a certain modern political creed inheres in long continued residence in one place. However, the monkeys no doubt were in the right, for though the popular opinion the Chinaman is peculiar for ways and tricks of a certain complexion, yet even in these he is "left" when matched with the wily quadruped. "When Greek meets Greek," etc.

What a happy little incident this was for the native mind to exercise itself upon in meditative hours to the variation of the eternal cask which now afford an exhaustless theme for all occasions. The idols protect the people—the monkeys offend the idols—the people pursue the monkeys. The great advantage of such a story is—it is all application, but with their usual defiance of logic and the necessary laws of thought, the Chinaman would only see a need for more "joss phizins."—*Mercury*.

CHUNGKING.

(FROM OUR OWN CORRESPONDENT.)

July 23rd.
There is a saying at this place that "Chinking people are bad, therefore the big rains turn to wind." That there is some truth in the first number of this couplet, those of us who have been here a few years are rather inclined to admit. And that the big clouds that fly after day have darkened the horizon soon turn into wind, none can deny. All around there has been abundance of rain, but we have had none worth speaking of. The "assiduous" prayers of the officials, the bribing out of the 7th 7th

on the 10th, and the interdict against the taking of life, even down to that of a mosquito, has resulted in only one little thunderstorm, and vast clouds of locusts. Home gods and plans having been exhausted, a deputation in charge of the Assistant Magistrate, was a few days ago sent to a fountain in a hill some 150 ft from here, where some wonderful dragons are said to reside. Yesterday the deputation returned with one in possession. They were met at the entrance of the city with *leopard* and incense by all the officials from the highest to the lowest, and the wonderful dragon (carried in a porcelain vase, and to a foreigner's eye looking very much like a small lizard almost 3 inches long with a square head, black back, and red belly) was carried in state to the North Gate of the city. Here the vase was deposited on a table in an open space. What is the next thing in order, seems to be a little doubtful, but one report says that on a lucky day, a little powdered lightning is to be dropped into the vase. This will either so anger or frighten the dragon that he will suddenly expand, break the vase and fly away to heaven. His sudden flight will cause a mighty down-fall of rain. But what if nothing of the kind takes place, and the poor lizard is roasted to death in the hot sun? Well, that is just because the officials were lacking in some important ceremony at his reception.

No amount of rain can now help the rice, it having already been sown, and the locusts have wasted it in vast swarms, but the only damage done was to eat the grass where some foreigners pastured their cows. The Chinese say the locust king is very careful to distinguish between the good and the bad.

We are having delightfully cool weather for this season of the year. At this, a p.m., the thermometer is standing at 80° in the shade. The sun is hot enough, of course, notwithstanding the good breeze that is blowing.—*N. C. Daily News*.

KIUKIANG.

(FROM OUR OWN CORRESPONDENT.)

July 14th, 1892.
News has come to hand of the disappearance of Mr. J. P. Sullivan, Chief Engineer of the *Taiwan*, for he was well liked. It is thought that he committed suicide by throwing himself overboard; it was at first reported that he had shot himself just after leaving Woonung and that his body had been put ashore at Chinking. It is said that trouble had caused him to do away with himself. It is hoped that his remains will be found and some light thrown on his disappearance.

We have in the port a French and a United States gunboat; these have come to replace the *Futrel* which has gone on to Hankow, where we hear she will spend the summer. The continuous presence of gunboats of various nationalities causes the natives to talk and to wonder what it all means. There is a current conversation that the foreigners intend to open the province of Hunan to foreign trade, and establish several concessions, and that as opposition may be expected on the part of the natives the gunboats are here for the protection of foreigners. This may be but the talk of last year revived, or only just at length getting to the knowledge of the ordinary people. It is a pity that the foreign governments have not insisted on the opening of this hostile province and thus bearded the lion in his den. This would have done almost more than anything else to convince them that all their talk of resistance was mere idle boasting, and that they were powerless against the foreigners. It would have taught the officials too, that they must behave in a less barbarian manner to citizens of foreign lands. It does not seem that there will be any repetition of the outrages of last year on any such scale, but although there may be outward demonstration of the spirit of willingness to be absent, and when a favourable opportunity presents itself there will not be wanting the men. There seems to be more cursing of the foreigners in the country now than at any previous time, and he does not seem to be in the least respected. It is due to the fact that all the riots of the last year were allowed to go so easily? The ordinary Chinaman does not know of any punishment on the part of the foreign governments, and many have said to me that the foreigners are only a very few whilst they are so great in multitude, that if thousands are killed off there are many more to take their place. They esteem at a very small value the prowess and ability of the man from across the ocean.

Your correspondent saw a thing which is surely unusual in this country, the other day, and that was a crowd of people buying a dead buffalo. As a rule they eat all cows and other animals which meet with violent natural death. The question with them is not usually of what the animal died, sufficient is it for them to know that they have enough and to spare for several good meals. I have seen them carry off with evident delight a cow which had died of disease, and the lot of which had probably come to its end in the same way. But on this occasion they had dug a grave in the midst of a human cemetery, and several graves seemed to be encroached upon to find room for the monster. I asked the reason for the burial, instead of the usual method of disposal, and was told by some that the flesh was not good to eat during this month, and by others that the beast had been a faithful servant of the family for many years and had brought considerable gain to the owner, and that out of gratitude he would not eat him but give him a decent burial.

The Methodist Episcopal Mission is erecting a fine building in the city for their Press, which will be soon finished and ready to receive the plant, stock and machinery. This will be a great improvement on their present place, which is altogether too small, so that the plant is scattered in two or three different places and the work carried on at a great disadvantage. The new building will give ample space and more work will be done. This enterprise is only a little more than two years old, and yet in that short interval it has grown to very respectable proportions, and is an important factor in the mission work.

The Bungalow season is again in full swing, and almost all the bungalows at the Li hills are already occupied. The weather has not been very hot so far, except for a very few days, every day almost we have had rain and clouds, which have made the weather much more endurable than it otherwise would have been. The month most to be dreaded in August; then we get a succession of cloudless and intensely hot and oppressive weather. Steamer officers tell us that we have the hottest place in all China. Whether this be true or not we at any rate do not want it any hotter than they can make it here.—*N. C. Daily News*.

CHUNGKING.

(FROM A CORRESPONDENT.)

July 23rd.
The river has risen very rapidly the past few days causing considerable damage to houses situated near the water, a good many of which were destroyed, especially those which could not be removed in time out of the way of the rising water. It made sad havoc of shanties on the river bank, a number of which were washed away. Several houses perched on poles outside the city walls tumbled into the swift current, and were rapidly swept away. In one instance the people did not have time to leave their houses, to which they clung

all the last moment, and in consequence were swept away with the wreckage; but be it said of the bottom of this place, they will usually go to the assistance of those unfortunate enough to get into the water, but when there is an opportunity for plunder the attraction is too powerful to resist, so instead of rescuing, the poor unfortunate are left to their fate.

The villages above here must have suffered considerably, as wreckage of all descriptions has been floating past, consisting mostly of houses, furniture, rats, trees, coffin, &c., &c., which the boatmen of this place have been busily engaged in picking up. In three days the river rose from 50 feet to the height of 93 feet.—*N. C. Daily News*.

PAOTING FU.

(FROM OUR OWN CORRESPONDENT.)

July 6th.
A few days after my last was written, a "head rain" fell at the provincial capital, and apparently much more went around to the westward into the mountains. This has made the fields look green, and raised the water in the river to the navigable point. It is remarkable that although it has been so dry till very recently, we have heard no ill rumours in connection with the execution of the buildings—by the mission.

Mission Board this summer. When the hospital buildings were erected a few years ago, two men going along the road were overheard to say, "they do not want rain there will be no rain till these buildings are finished—the only way to get the much needed rain at once, is to tear down these buildings." Excepting a few such remarks as this nothing serious was heard. There appears to be a thoroughly friendly feeling towards the Protestants and their work.

Perhaps attributable to several causes—the first the missionaries have always exercised not to antagonize the prejudices of the Chinese when it could be avoided; the influence of the medical work, and the attitude of the Viceroy. There is the fact at least, that from the first, the relations between the Chinese and the foreigners have never been seriously unpleasant.

We now hear, contrary to former information, that the "Hall of Ancestors" is about completed. We had hoped to be able to get a sight of the pile of buildings before leaving Paoting Fu, but there were "difficulties." A couple of days ago we had the privilege and the pleasure of visiting "The Lotus Gardens," the residence of the Literary Chancellor. There are in these "Gardens" extensive rockeries, fine old trees of several varieties, grotesque, an irregular lake covering an acre of ground perhaps, while in the buildings are collections of tablets engraved from texts written by different Emperors for this place. It has been a fine place for many days, but is now much out of repair. Until recently the "lake" was a stagnant pond, but this spring it was deepened, the water opened so that the water flows at a very slow pace, which could hardly be otherwise on this plain. This necessitated the removal of the Lotus roots, and doubtless with the muck, the removal of the cause of much sickness. The whole place needs renovating, and might be made a lovely spot. There are winteria said to be 600 years old, and last year's aged.

Arrangements are making to it is said, for planting still larger numbers of the mulberry, which looks as though it was the policy of the Viceroy to make the production of silk the leading industry of this part of the province. It is already furnishing employment for many hands.—*N. C. Daily News*.

TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

The trip by boat from Paoting Fu to Tientsin is, at some seasons of the year, exceedingly pleasant. This is particularly true of the early spring when the trees are coming into leaf, and in the early autumn before the leaves have all fallen, and the harvests have all been gathered, thus leaving the ground a "barren waste." Much of the way the stream is lined with trees and the banks green with grass. In the "lake region" the hills of the middle earth are very fertile and covered with vegetables, or cereals, or the indigo plant, or the wild reeds from which so much mat and basket work is made, the soil through is anything but "stupid" or monotonous. There is no other direction inland from Tientsin where boating affords so much pleasure, or so much to gratify the eye.

But at this season, after the summer rains have begun, there is little pleasure to be gotten from the journey. There is sure to be more or less of detention by rain, and if the wind is high, with driving rain and a leaky boat, one is likely to have the journey had ended before it began. Heavy rains (but fortunately a dry boat), were a part of our lot. For about two days of the journey, though presumably coming down stream, we were running against a current, sometimes quite strong, or in almost still water, the result we were told, of the backwash of the water from the overflow of the Hun, or muddy river. At about 60 ft from Tientsin, we began to meet with the detestable wind which we had dreaded. Three days previously, we were told, the fields were smiling in the promise of a fine harvest. The ground was literally covered with growing grain, melons and vegetables. But the Hun-bo had suddenly burst its banks, and poured a yellow torrent southward over these vast fields, and as we looked abroad nothing but a waste of water could be seen, with here and there a village, grave mounds, clumps of reeds, or blades of corn and *baobab*, and trees to relieve the muddy prospect. It was a great woe to have apparently that sweet ever memorable thing before us, for its mark was left on the trees and embankments three feet or more above the then level. Some fields were covered to the depth of three or four feet; in others the people were wading about in the mud and water gathering their half ripe melons, about all that could save from the sudden flooding. Asking if there was no remedy for this, we were told that twenty years ago, they seldom gathered an entire crop, either of wheat in the summer, or of autumn products. This change was caused by a canal dug by His Excellency Li Hung-chang to shorten the distance between this and Paoting Fu. This made them more liable to inundation, and the banks of this canal placed them in a pocket which had no proper outlet when once filled. Formerly if the great water came, it speedily passed and left something to be seen, a pocket held it and destroyed all else it held.

At Tientsin, the water is rising. It is over the French bank, with threatening clouds towards the mountains. If much more rain falls, we may easily be flooded now, as we were two years ago. We hear of breaks in various places between this and Tung Chow, and await with not a little anxiety the final issue.

The *Wanchow* met with a sad accident yesterday in trying to turn round opposite the Settlement. The current is very swift, and in turning, the rudder caught in the mud, which sent the wheel spinning round, killing instantly one quartermaster, and breaking the arm of a second. All the spokes of the wheel were broken off.

We have been treated to some very fine sleight of hand performances by a Japanese company, and we are now promised the pleasure of a great one by Prof. Anderson, soon. The showman is dull, and heavy with every indication of more rain.—*N. C. Daily News*.

"NEVER MIND THE MAN IN THE MOON."

Don't worry your brain about the man in the moon, but study the man in your own suit of clothes.

If every individual person took the best possible care of himself, institutions of charity would soon go out of fashion. There's a deal of sense in the saying that "Charity begins at home." When a man has got to swim or drown, he will at least make a laudable effort to swim. Perhaps we could do another or two more. As in an army, so in society—we depend individually upon the commander and the multitude. It's a bad thing, because it induces a man to trust to luck and to numbers, and not to his own courage and wit. Consequently when trouble comes, it finds us not ready, ignorant how to fight and conquer it.

For example, here is our good friend, Mr. John Wilkinson, of Northbury, Whitehouse, Salop, who not long ago said to an acquaintance: "Lad, I am done for. Why did he think so? Because the doctors had given him up to die of consumption. Enough to scare him if he really had consumption. But did he? Ah, that is the question."

He tells his story thus: "I come," he says, "of a strong, healthy family, and up to the spring of 1885 I was always well. I could lift, run, and jump with any one, and walk thirty miles a day with ease. About April of that year I felt something coming over me which gradually fastened upon me. At first I felt dull, heavy, and tired, with a sinking all-gone sensation at the pit of the stomach, and at the side of the chest, and between the shoulder-blades. My skin grew yellow, and the whites of my eyes were tinged with a yellow colour. I had a foul taste in the mouth, particularly in the morning. My mouth and teeth were covered with a thick slime, and a thin watery fluid came up from my stomach up to my mouth."

"My appetite failed, and what little food I managed to get was grossly indigestible. I had a tight feeling at my chest and round both sides as if I was held in a vice, and I got weaker and weaker and very low in spirits. There seemed to be no life or soul left in me. By-and-by I began to have a hacking cough, which made me lose a deal of sleep. Indeed, I could not rest at night on account of it. I would lie awake all night coughing and spitting, and at times would be so reduced I could scarcely get out of bed. When I did venture outdoors I had to be constantly stopping to rest as I walked along the lanes, for fear of falling."

"I tried all kinds of medicines, and was under the doctor, but without getting well. In this miserable way I dragged on for six months. All my friends and neighbours thought I was breaking up, and was not long for this world."

"One day friend of mine, Mr. Thomas Bateman, gamekeeper, Mansbury, seeing me so bad, asked me how my complaint came on. I replied, 'I am done for. I shall never get well again, lad.'"

"Then he said, 'Don't say that until after you have tried Mother Seigel's Kidney Syrup.' And he went on to tell me how this medicine had cured him after he was a death's door, and given up by the doctors as being in a consumption. So, to leave nothing to chance, I sent to Whitehouse to buy the Syrup. After taking three bottles all pain and sickness left me; I could eat anything, and the cough and the spitting, as well as the pain in the chest, left me, and I was a well man."

"I tell everybody how Mother Seigel's Syrup saved my life, and you are at liberty to publish my statement in order that other sufferers may know what to do. (Signed) JOHN WILKINSON, Bloomer, Northbury, Whitehouse, Salop."

The case of these two men, Bateman and Wilkinson, were almost identical in symptoms and character. Both had indigestion and dyspepsia, both apprehended consumption, and both were happily cured by the same medicine. How many others, situated as they were, are there in this country? Hundreds of thousands! Ah, the dreary, dreadful days they live to pass through, right on the road to the grave, for unhelpt they must surely die!

Are you, who read this line, one of this suffering multitude or do you know any one who belongs to it? We say but a word to you—don't expect to get well through waiting and vaguely hoping. Study the man in your own suit of clothes. Otherwise not a penny will have such evidence to prove its power.—*Advt.*

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"NAMO." Captain Roach, will be despatched for the above ports, on FRIDAY, the 5th instant, at Noon. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 3rd August, 1892. [782]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Company's Steamship.

"ESMERALDA." Captain G. Taylor, will be despatched for the above ports, on SATURDAY, the 6th inst., at 5 P.M. For Freight or Passage, apply to SHEWAN & Co., General Managers. Hongkong, 3rd August, 1892. [783]

THE HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

A NINTH DIVIDEND at the Rate of THREE PER CENT. (One Dollar and Fifty Cents per Share) for the Six Months ending 30th June, 1892, will be Paid to those Persons who are registered as Shareholders in the above company on MONDAY, 17th August, 1892. THE TRANSFER BOOKS of the Company will be CLOSED from the 10th to 15th instant, both days inclusive.

By Order, EDWARD OSBORNE, Secretary. Hongkong, 3rd August, 1892. [784]

WILLIAM WATERS.
CHAMPION MIDDLE-WEIGHT OF BRITISH COLUMBIA.
CHAMPION OF THE CHINA STATION, &c.

will give LESSONS in the ART OF SELF DEFENCE to Gentlemen at their own houses or at his Rooms, 133, Wanchai Road. FOR ONE MONTH ONLY. For terms apply at this Office. Hongkong, 3rd August, 1892. [785]

PROFESSIONAL NOTICE.
I EXPECT to resume my Hongkong DENTAL PRACTICE early in September, further notice in due course.
DENTON I. PETERSON, D.D.S., No. 4, Consulate House, Queen's Road, Hongkong, 1892. [786]

THE Fast British Iron Screw Steamer "PERSE," now lying at Singapore Roads. Gross Tonnage... 21355. Registered Tonnage... 13276. Built in 1874, by H. MURRAY & Co., Port Glasgow. Engines by KEMP & HUNT, Glasgow. Consumption... 4 tons. Length... 131 feet 5 inches. Breadth... 21 ft 11 in. Depth of Hold... 10 ft 11 in. Speed... 9 knots.

The "PERSE" has accommodation for 7 First-class Passengers, to Second-class Passengers, and 141 Deck Passengers and has a carrying capacity of 3,000 piculs. Sealed offers to be sent to The Official Liquidator at the Office of THE NEW ORIENTAL BANK CORPORATION, Singapore, up to MONDAY, the 2nd August, at Noon. THE "PERSE" may be inspected any day from 8 a.m. till Noon. Singapore, 2nd July, 1892. [787]

Today's Advertisements.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "PORT PHILIP." C. Grey, Commander, will be despatched for the above ports, on SATURDAY, the 6th inst., at Noon.

This Steamer has good Passenger accommodation and has still room for a Gentleman. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 3rd August, 1892. [770]

THE FOLLOWING NOTICE has been issued to Shareholders. THE PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

THE PUNJON MINING COMPANY, LIMITED. Consignee House, Queen's Road, Hongkong, 14th July, 1892.

Sir,—At the General Meeting of THE PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, held on the 20th day of June, 1892, and the 5th day of July, 1892, respectively, the following Special Resolutions were duly passed and confirmed respectively:—

1.—That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that A. O'D. GOURDIN, Esq., be and he is hereby appointed Liquidator for the purposes of such winding up.

2.—That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company to be named THE PUNJON MINING COMPANY, LIMITED, with a Memorandum and Articles of Association, which have already been prepared with the privity and approval of the Directors of this Company.

3.—That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidator, the one part, and the PUNJON MINING COMPANY, LIMITED, of the other part, be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized, pursuant to the provisions of Section 149 of the Companies Ordinance, 1865, to enter into an Agreement with such new Company when incorporated in the terms of the said Draft, and to carry the same into effect with such (if any) modifications as the Liquidator may think expedient.

I have to inform you that, in conformity with the above Special Resolutions, THE PUNJON MINING COMPANY, LIMITED, has been incorporated under the Companies Ordinance, Hongkong, with a Capital of \$100,000 divided into 60,000 Ordinary Shares of \$1 each and 10,000 Preference Shares of \$1 each and that the Agreement (referred to in the third of such Resolutions) has been executed.

Your holding in THE PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, being Ordinary Shares and Preference Shares, you are under the Agreement entitled to, and I hereby offer you, in respect of the said Ordinary Shares, an allotment in THE PUNJON MINING COMPANY, LIMITED, of the same number of Ordinary Shares of \$1 each with \$25 credited as paid up on each, and in respect of the said Preference Shares an allotment in THE PUNJON MINING COMPANY, LIMITED, of the same number of Preference Shares of \$1 each with the same sum of \$1 credited as paid up on each.

In order to obtain an allotment of the Shares to which you are entitled, or any smaller sum, you must fill up and sign the enclosed application form and then forward the same together with the certificates for the Shares held by you in THE PUNJON AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, at their Offices, Consignee House, Queen's Road, Hongkong, on or before the 8th day of August, 1892, together with a payment of \$1 being the sum of fifty cents per Ordinary Share which is payable on application.

If an application as above mentioned is received from you on or before the 8th day of August, 1892, or so far as any application may not extend, you will be deemed to have refused an allotment of Shares in THE PUNJON MINING COMPANY, LIMITED, to which you are entitled under the said Special Resolutions and Agreement and to have abandoned your right thereto, and the Directors will proceed to allot, or otherwise dispose of the Shares unapplied for by you on such terms and conditions and at such times as they shall think fit.

A. O'D. GOURDIN, Liquidator of the Punjon and Sunghie Dua Samantan Mining Co., Ltd.

FORMS OF APPLICATION can be obtained at the OFFICE of the COMPANY, Consignee House, Queen's Road, Hongkong, 3rd August, 1892. [787]

HONGKONG RIFLE ASSOCIATION. THERE WILL BE NO COMPETITION on Saturday, 6th August. THE SHORT RANGE CUP will be Shot for on SATURDAY, the 13th August. Range—200 and 300 yards. Time, 3 P.M. ED. ROBINSON, Hon. Secretary. Hongkong, 3rd August, 1892. [788]

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above HALL, Zealand Street, on FRIDAY, the 12th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 3rd August, 1892. [789]

FOR SALE. THE Fast British Iron Screw Steamer "PERSE," now lying at Singapore Roads. Gross Tonnage... 21355. Registered Tonnage... 13276. Built in 1874, by H. MURRAY & Co., Port Glasgow. Engines by KEMP & HUNT, Glasgow. Consumption... 4 tons. Length... 131 feet 5 inches. Breadth... 21 ft 11 in. Depth of Hold... 10 ft 11 in. Speed... 9 knots.

The "PERSE" has accommodation for 7 First-class Passengers, to Second-class Passengers, and 141 Deck Passengers and has a carrying capacity of 3,000 piculs. Sealed offers to be sent to The Official Liquidator at the Office of THE NEW ORIENTAL BANK CORPORATION, Singapore, up to MONDAY, the 2nd August, at Noon. THE "PERSE" may be inspected any day from 8 a.m. till Noon. Singapore, 2nd July, 1892. [790]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS. No. 21, Queen's Road Central. [693]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Valgilliers and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. No. 4, Queen's Road Central. [693]

DENTISTRY. FIRST CLASS WORKMANSHIP AND MODERATE FEES. M. R. WONG TAI-FONG, Surgeon Dentist. (Formerly assisted Apprentice, and lately assistant to Dr. ROBERTS.) HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel). CONSULTATION FREE. Hongkong, 27th July, 1892. [691]

TO LET. WITH IMMEDIATE POSSESSION. THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited. Also, Two Large AIRY ROOMS on the Top Floor of above. Apply to DAKIN, CRUICKSHANK & Co., Ltd., Victoria Dispensary. Hongkong, 2nd August, 1892. [781]

TO LET. "TUSCULUM" MAGAZINE GAP. Nos. 2, 4, & 10, SEYMOUR TERRACE. No. 6, QUEEN'S ROAD CENTRAL, now in the possession of Mr. Au Attack. No. PEDDERS' HILL. Apply to DAVID SASSOON, SONS & Co., Hongkong, 2nd August, 1892. [782]

TO LET. No. 16, KNUITSFORD TERRACE, KOWLOON—END HOUSE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 19th July, 1892. [744]

TO LET. No. 4, BLUE BUILDINGS. FIRST FLOOR, No. 1, Blue Buildings. OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.) GOWDON, (under Messrs. Douglas Laprak & Co.'s Office). GOWDON, No. 1A, Blue Buildings. SEMI-DETACHED HOUSES at Magarise Gap. Nos. 2 & 2A,

Commercial.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—90 per cent. premium, sellers.
 The National Bank of China, Ltd.—on £600, paid up—30 percent. dis. sellers.
 The National Bank of China, Ltd.—Founders' shares, \$220 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$11, sales and buyers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$17 sellers.
 Chinese Imperial Loan of 1884—B—3 per cent. premium, sellers.
 Chinese Imperial Loan of 1884—C—3 per cent. premium, buyers.
 Chinese Imperial Loan of 1886—E—14 per cent. premium.
 Union Insurance Society of Canton—\$88, per share, sales and buyers.
 China Traders' Insurance Company—\$60 per share, sellers.
 North China Insurance—Tls. 25 per share, sellers.
 Canton Insurance Company, Limited—\$99 per share, sellers.
 Yangtze Insurance Association—\$102, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$265 share, sellers.
 China Fire Insurance Company—\$84 per share, sales and sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$84 sellers.
 China and Manila Steam Ship Company—25 per share, sellers.
 Indo-China Steam Navigation Company, Limited—37 per cent. discount, sellers.
 Douglas Steamship Company—\$37 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$34 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—\$144 per share, sellers.
 Hongkong Hotel Company—\$24, sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 The Austin Arms Hotel and Building Company, Limited—\$6 per share, sellers.
 The Shamnoon Hotel Co., Limited—\$8 per share, sellers.
 Puntong and Sunghe Doo Samantun Mining Co.—\$20 cents per share, buyers.
 The Reub Gold Mining Co., Limited—40 cents per share, sellers.
 New Inuris Mining Co., Limited—\$1.50, per share, sales and sellers.
 The National Gold Mining Co., Limited—nominal.
 Tongshu Coal Mining Co.—\$170 per share, sales and buyers.
 The Jelebu Mining and Trading Co., Limited—\$14 per share, buyers.
 The Selama Tin Mining Co., Limited—15 cents per share, sales and sellers.
 London and Pacific Petroleum Co., Ltd.—73 sellers.
 China Sugar Refining Company, Limited—\$120 per share, buyers.
 Luson Sugar Refining Company, Limited—\$39 per share, sellers.
 A. S. Watson & Co., Limited—\$158 per share sales and sellers.
 Crichton & Co., Limited—\$12 per share, sales and buyers.
 Hongkong Dairy Farm Co., Limited—\$44 per share, buyers.
 The Kowloon Land Investment Co., Limited—\$71 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$75, sales and sellers.
 The West Point Building Co., Limited—\$20 per share, sellers.
 H. G. Brown & Co., Limited—\$13 per share, sales and buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$48 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$95, per share, buyers.
 Hongkong Gas Company—\$102 per share, sales.
 Hongkong Ice Company—\$69 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$1 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$31 per share, sales and sellers.
 The Hongkong Steam Laundry Co., Limited—\$35 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.
 On London—Bank, T. T. 2/9 1/2
 Bank Bills, on demand 2/9 1/2
 Bank Bills, at 4 months' sight 2/10
 Credits at 4 months' sight 2/10 1/2
 Documentary Bills, at 4 months' sight 2/10 1/2
 On Paris—Bank Bills, on demand 3/5 1/2
 Credits at 4 months' sight 3/6 1/2
 On India—T. T. 22 3/4
 On Demand 22 3/4
 On Shanghai—Bank, T. T. 7 1/2
 Private, 30 days' sight 7 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.
 Mrs. F. O. Barstow. Col. & Mrs. Remwick.
 Master W. Barstow. Surg.-Major Robbins.
 Mrs. H. Brock. Mr. Robbins.
 Mr. J. C. Chambers. Mr. John Robertson.
 Mr. W. F. Dawson. Mr. E. Roberts.
 Capt. & Mrs. Donohue. Major and Mrs. Self.
 Lieut. Col. Elliott. Mr. F. E. Sheen.
 Mr. Van der Horven. Mr. W. T. Street.
 Mr. J. B. Livingston. Mr. E. Tuck.
 Mr. A. McCorkell. Mr. & Mrs. F. Webber.
 Mr. J. B. McCue. Mr. Wm. R. Young.
 Rev. J. M. Morton, B.A.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.
 Mr. F. Bodeley. Mrs. Pailane and children.
 Mr. Budd. Mr. and Mrs. Perkins.
 Mr. Chudett. Mr. G. H. Potts.
 Mr. Fines. Mrs. Rogers & children.
 Mr. Ciss. Grant. Mr. Sparrow.
 Mr. W. E. van Rps. Mr. A. Findlay Smith.
 Mr. Haselard. Mr. F. Smyth.
 Mr. Thomas Howard. Mr. Geo. L. Tomlin.
 Mr. Morton Jones. Mr. H. P. Tooker.
 Mr. W. Kofod. Mrs. Unsworth.
 Mr. D. Logan. Capt. Geo. M. Vermont.
 Mr. E. W. Maitland. Hon. Jas. Vaneaves.
 Mr. F. Maitland. Captain Munro.
 Captain Munro. Miss Watson.
 Mrs. Paker & children. Mr. and Mrs. Wreford.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer *Yongist*, with the outward French mail left Singapore to-day at 6 p.m., and may be expected here on the 10th instant.

THE AMERICAN MAIL.
 The O. & S. S. Co.'s steamer *Bilgic*, with mails, &c., left San Francisco for this port via Yokohama, on the 26th ultimo.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver on the afternoon of the 18th instant for Yokohama, Kobe, Shanghai and Hongkong.

STEAMERS EXPECTED.
 The steamer *Radenhorst* left Singapore on the 1st instant, and is due here on the 7th.
 The P. & O. S. N. Co.'s steamer *Nizam* left Bombay on the 22nd ultimo, and may be expected here on the 10th instant.
 The Northern Pacific Co.'s steamer *Bellevue*, from Tacoma, left Yokohama to-day for Kobe and Hongkong.
 The Northern Pacific Co.'s steamer *Victoria* left England on the 18th ultimo, and may be expected here on the 19th instant.
 The Northern Pacific Steamship Co.'s steamer *Loa Sok* left Tacoma on the 28th ultimo for Japan and Hongkong.

Shipping.

ARRIVALS.
 FERNALDA, British steamer, 666, G. A. Taylor, 2nd August—Manila 30th July, General—Shewan & Co.
 ACTIV, Danish steamer, 355, Hygom, 2nd August—Pakhol 30th July, and Holbow 1st Aug.—General—Arnhold, Karberg & Co.
 MEMNON, British steamer, 539, B. Branch, 3rd August—Sandakan 28th July, Timber, Rattan, and General—Butterfield & Swire.
 BISAGNO, Italian str., 1,495, L. Baccarini, 2nd August—Bombay 1st July, and Singapore 29th, General—Carlowitz & Co.
 ALWINE, German steamer, 400, C. Petersen, 3rd August—Pakhol 31st July, and Holbow 2nd August, General—Weller & Co.
 NAMVONG, British steamer, 998, W. Smith, 3rd August—Singapore 28th July, General—Chinese.
 MALWA, British steamer, 1,604, C. F. Preston, 3rd August—Shanghai 30th July, Mails and General—P. & O. S. N. Co.
 HUPPE, British steamer, 1,445, G. Quall, 3rd August—Swatow 1st August, General—Butterfield & Swire.
 SWATOW, German steamer, 610, C. Blage, 3rd August—Halphong 30th July, and Holbow 1st August, General—A. R. Marry.
 ASAGAO, Japanese steamer, 1,521, H. Selck, 3rd August—Moji 28th July, Coals—Mitsui Bussan Kaisha.
 SIERRA MIRANDA, British ship, 1,508, A. M. Master, 3rd August—Cardiff 3rd May, Coal—Order.
 PORT PHILIP, British steamer, 1,737, C. Greig, 3rd August—Amoy 1st August, Tea, &c.—Dredwell, Carill & Co.
 TRIUMPH, German steamer, 675, J. Bruhn, 3rd August—Halphong 1st August, Rice and General—Edi Schellhaus & Co.
 KWEILIN, British steamer, 1,038, A. Vardis, 3rd August—Yokohama, and Chinkiang 30th July—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
Passing, British steamer, for Swatow, &c., *Avon*, British steamer, for Hongkong.
Arriving, British steamer, for Shanghai.
Orissa, British steamer, for Singapore.
Chalydra, British steamer, for Singapore, &c.
Amicitia, Norwegian steamer, for Yokohama.

DEPARTURES.
 August 2, *Kwangle*, Chinese str., for Shanghai.
 August 2, *Choyang*, British str., for Canton.
 August 3, *Choyang*, British str., for Shanghai.
 August 3, *Choyang*, British steamer, for Singapore and Calcutta.
 August 3, *Formosa*, British steamer, for Swatow and Tamsui.
 August 3, *Peking*, British str., for Shanghai.
 August 3, *Anger*, British str., for Shanghai.
 August 3, *Fookang*, British str., for Shanghai.

PASSENGERS—ARRIVED.
 Per *Malwa*, str., from Shanghai for Hongkong—Lieut. E. Howell, Messrs. G. McMillan, Eoo Erk Mei, Chan Tai Yon, and 52 Chinese.
 Per *Chalydra*, British steamer, for Singapore and Calcutta—Captain Elliott, and Mr. H. Stow. For Bombay—Mr. Knox, P. J. L. Per *Esmeralda*, str., from Manila—21 Chinese.
 Per *Activ*, str., from Pakhol, &c.—10 Chinese.
 Per *Mamnon*, str., from Sandakan (Borneo). Messrs. Roberts, Robertson, Van der Horven, and 70 Chinese.
 Per *Namvong*, str., from Singapore—85 Chinese.
 Per *Elphinstone*, str., from Swatow—336 Chinese.
 Per *Bisagno*, str., from Bombay, &c.—83 Chinese.
 Per *Swatow*, str., from Halphong, &c.—63 Chinese.
 Per *Port Philip*, str., from Amoy—Mr. and Mrs. Langfield and son, Mr. H. Brock, and 1 Chinese.
 Per *Triumph*, str., from Halphong—12 Chinese.

REPORTS.
 The Danish steamer *Activ* reports that she left Pakhol on the 30th ultimo, and Holbow on the 1st instant. Had strong south-west winds with heavy rain and thunder squalls.
 The British steamer *Memnon* reports that she left Sandakan (Borneo), on the 28th ultimo. Had fine weather until 3 p.m., after that date strong south-west winds with heavy squalls.
 The British steamer *Esmeralda* reports that she left Manila on the 30th ultimo. The first part of the voyage had strong winds, rain from south-west, and the latter part had strong gale, with heavy squalls to port.

Post Office.

A MAIL WILL CLOSE
 For Bangkok—Per *Kong Beng* to-morrow, 4th instant, at 9.30 A.M.
 For Swatow and Bangkok—Per *Phra Chula Chom Klao* to-morrow, the 4th instant, at the 9.30 A.M.
 For Singapore, Samarang, and Sourabaya—Per *Elphinstone* to-morrow, the 4th instant, at 10.30 A.M.
 For Straits and Bombay—Per *Venita* to-morrow, the 4th instant, at 10.30 A.M.
 For Europe, &c., India via Bombay—Per *Malwa* to-morrow, the 4th instant, at 11 A.M.
 For Amoy and Straits—Per *Namvong* to-morrow, the 4th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 AGLAIA, German steamer, 3,100, E. Christiansen, 2nd August—Kobe 28th July, General—Shewan & Co.
 AMICITIA, Norwegian steamer, 1,211, L. Jorgensen, 28th July—Hollo 23rd July, Singapore—Butterfield & Swire.

HONGKONG—STEAMERS.

Continued.
 ANCONA, British steamer, 1,888, W. D. Muddle, 1st August—Yokohama 29th July, Mails and General—P. & O. S. N. Co.
 AVONCHIE, British steamer, 1,056, T. Rowin, 20th July—Hongkong 26th July, Coals—Jardine, Matheson & Co.
 CHINA, American steamer, 5,200, W. B. Sembury, 31st July—San Francisco 26th July, and Yokohama 29th, Mails and General—P. & O. S. N. Co.
 CHITUNG, Chinese steamer, 231, Windsor, 2nd August—Canton 2nd August, General—C. M. S. N. Co.
 COMMODITY, German steamer, 670, W. T. Schaefer, 30th July—Quinhon, and Holbow 30th July, General—Weller & Co.
 DOMAR, German steamer, 1,201, B. Grundmann, 30th July—Saigon 26th July, General—Weller & Co.
 DOMIT, Spanish steamer, 644, R. Beltran, 2nd August—Manila 30th July, General—Brandso & Co.
 DORN, German steamer, 771, Peterer, 30th July—Canton 29th July, General—Weller & Co.
 FAME, British steamer, 117, Captain McLeane, Hongkong Government tender.
 GLENGARRY, British steamer, 1,935, F. Selby, 30th July—London 12th June, and Singapore 24th July, General—Jardine, Matheson & Co.
 INDEPENDENT, German steamer, 871, Schall, 28th July—Mauritius, and Singapore 18th July, General—Kwong Sing.
 KODU, BENG, British steamer, 864, J. B. Jackson, 20th July—Bangkok 24th July, Rice and General—Yuen Fat Hong.
 LOKHANG, British steamer, 978, N. Moncur, 2nd August—Canton 2nd August, General—Jardine, Matheson & Co.
 NARADA, British steamer, 800, J. Roach, 2nd August—Fookow 20th July, Amoy 30th and Swatow 1st August, General—D. Laprak & Co.
 NUTVING, German steamer, 3,206, B. Blanke, 21st July—Nagasaki 23rd July, Mails and General—Melchers & Co.
 OORVA, British steamer, 419, J. M. Daly, 3rd May—Singapore 16th May, General—Butterfield & Swire.
 ORANGE, British steamer, 1,270, J. Barr, 2nd August—Shanghai 27th July, and Fookow 30th, General—Butterfield & Swire.
 PERA CHULA CHOM KLAO, British steamer, 1,012, J. A. Morris, 21st July—Bangkok 15th July, and Koh-i-shang 10th, General—Yuen Fat Hong.
 PERA NANG, British steamer, 1,011, W. Watton, 31st July—Tacoma 28th June, General—Dredwell, Carill & Co.
 PILOT FISH, British steamer, 161, A. Stöpani, Hongkong and Whampoa Dock Co.
 STRATTON, British steamer, 1,434, J. C. Malt, 20th July—Batavia 18th July, and Singapore 22nd July, Kerensell Oil—Master.
 TACHOW, British steamer, 864, R. Unsworth, 30th July—Bangkok 23rd July, and Koh-i-shang 24th, Rice—Scottish Oriental S. S. Co.
 VENTURA, British steamer, 1,609, T. F. Croery, 27th July—Bombay 10th July, and Singapore 21st, General—P. & O. S. N. Co.
 ZAMBE, British steamer, 1,650, Edwards, 8th May—Victoria, B.C., via Honolulu and April.

SAILING VESSELS.
 BELLE OF BATH, American ship, 1,347, F. M. Blothen, 27th June—New York 8th March, Petroleum—Jardine, Matheson & Co.
 CARL, FRIEDRICH, German ship, 2,208, M. Haak, 23rd July—New York 15th March, Kerensell Oil—Reuter, Brockmann & Co.
 CHASER, American ship, 1,756, J. W. Holmies, 14th May—New York 20th Nov., Kerensell Oil—Jardine, Matheson & Co.
 COLUMBUS, German ship, 1,429, F. Stover, 30th May—Singapore 19th May, Ballast—Melchers & Co.
 EMERKONTO, Chinese bark, 457, Optum Examination bulk, Stonecutters Island—Chinese Customs.
 F. P. LITCHFIELD, American ship, 1,042, Young, 21st July—New York 15th Feb., Petroleum—Arnhold, Karberg.
 HEINRICH, German bark, 923, Henne, 22nd July—Singapore 10th July, Timber—Chinese.
 IRIS, British schooner, 205, Chalmers, 12th June—Hamming Pool 7th May, Sandalwood—Simons & Co.
 JOHN McLEOD, British ship, 1,595, Henderson, 6th June—from Pratas Reef, Ballast—Captain.
 J. D. DISCHOFF, German ship, 1,408, H. Meyer, 21st July—Singapore 30th July, General—Melchers & Co.
 KERRY, British bark, 805, Harry Wilson, 25th July—Halphong 18th July, Ballast—Master.
 P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 15th June—New York 21st February, Oil—Reuter, Brockmann & Co.
 STEELMAN, American ship, 1,665, Geo. W. Goodwin, 29th June—New York 16th Dec., Kerensell Oil—Jardine, Matheson & Co.
 VAGABOND, British bark, 474, J. Brampton, 22nd July—Albany and June, Sandalwood—Order.

Intimations.
SIEN TING.
 SURGEON DENTIST.
 No. 10, D'AGUIAR STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 10th March, 1892.

Some Children Growing Too Fast
 become listless, fretful, without energy, thin and weak. But you can fortify them and build them up, by the use of
SCOTT'S EMULSION
 OF PURE COD LIVER OIL AND HYPOPHOSPHITES
 OF LIME AND SODA.
 They will take it readily, for it is almost as palatable as milk, and three times as efficacious as plain oil. And it should be remembered that SCOTT'S EMULSION IS IN BOTH THE OLD AND YOUNG, IT IS UN-EQUALLED. Avoid substitutes. See the picture of the man carrying the large fish on his back.
 SCOTT & BOWNE, LIMITED,
 7, ABINGDON ST., LONDON, E.C.
 Sole Agents for Hongkong and China:
 Messrs. A. S. WATSON & Co. (Limited),
 10, Queen's Road Central, Hongkong.

W. POWELL & CO.

A LARGE STOCK OF NEW CROCKERY.
 DINNER SERVICES. BREAKFAST and TEA SETS.
 BEDROOM WARE. JUGS. PLATES. BASINS.
 A LARGE STOCK OF NEW TABLE and ORNAMENTAL GLASS WARE.

W. POWELL & CO.
 Hongkong, 30th July, 1892.



THE IMPERIAL HOTEL, TOKYO, JAPAN.

THE FINEST HOTEL IN THE EAST.
 (Under the distinguished patronage of the Imperial Household.)
 THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.
 There are no inside rooms, each securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and, on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, \$3 TO \$4.50 PER DAY.
 C. S. ARTHUR, Manager.

Mails.

U. S. MAIL LINE.
 PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
 PROPOSED SAILING FROM HONGKONG.
 China Saturday, 28th August.
 Peru Thursday, 28th Sept.
 City of Rio de Janeiro Thursday, 29th Sept.

THE U. S. Mail Steamship
 "CHINA"
 will be despatched for SAN FRANCISCO, YOKOHAMA, and HONOLULU, on SATURDAY, the 28th August, at 1 P.M., taking Passengers and Freight to Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c. \$125.00
 To Liverpool and London 125.00
 To Paris and Bremen 125.00
 To Havre and Hamburg 125.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	Day Tickets	Through Tickets
Kansas City, Mo., Omaha, Neb.	\$75.00	\$91.50
St. Louis, Mo.	92.50	291.50
St. Paul, Minn., Minneapolis, Minn.	92.50	295.00
Chicago, Ill.	92.50	295.00
Milwaukee, Wis.	92.50	301.50
Cincinnati, Ohio	92.50	304.20
Columbus, Ohio	92.50	304.20
Detroit, Mich.	92.50	304.20
Cleveland, Ohio	92.50	304.20
Pittsburg, Penn.	92.50	304.20
Niagara Falls, N.Y., Buffalo, N.Y.	92.50	304.20
Philadelphia, Penn.	92.50	304.20
Washington, D.C., Baltimore, Md.	92.50	304.20
Montreal, Canada	92.50	304.20
New York	92.50	304.20
Boston, Mass.	92.50	304.20
Portland, Maine	92.50	304.20

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50
 12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 2 P.M. every day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 30th July, 1892.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of China Saturday... August 20th.
Empress of India Saturday... Sept. 10th.
Empress of Japan Saturday... Oct. 8th.

THE R. M. S. "EMPERESS OF CHINA."
 R. Archibald, Commander, sailing at Noon, on SATURDAY, the 20th August, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, KOBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
 (In Mexican Dollars).
 FROM HONGKONG, FIRST CLASS.

TO	Day Ticket	Through Ticket
Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Banff, Calgary, Alta.	225	338 394
Winnipeg, Man.	275	413 484
To Minneapolis, St. Paul, Duluth, Minn.	285	428 499
St. Louis, Mo.	295	443 517
Milwaukee, Wis.		
Cincinnati, Ohio		
Cleveland, Columbus, O.		
Hamilton, London, Toronto, Ont.	395	458 534
Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que.		
New York, Albany, Troy, Rochester, N.Y.	310	465 543
Baltimore, Md., Philadelphia, Flushing, N.Y.		
Washington, D.C., Boston, Mass., Portland, Me.		
Hallifax, N.S., St. John, N.B.		
Liverpool and London via Liverpool	325	575 650
Paris via Liverpool and London	345	
Havre via Liverpool	335	
Bremen	345	
Hamburg	335	

and class steamer and 1st class on rail, and 2nd class steamer and rail, also Storage. Fares and Rates to other places, quoted on application. The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.

CARCO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
 E. HOLLOWAY,
 General Agent,
 Office, Pender's Street,
 Hongkong, 30th July, 1892.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Phra Nang Saturday... August 6th.
Victoria Saturday... August 20th.
Albatross Saturday... September 3rd.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS:

"PHRA NANG."
 Captain Watton, sailing at Noon, on SATURDAY, the 6th August, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
 DODDLEWELL, CARILL & Co.,
 Agents.
 Hongkong, 29th July, 1892.

THE MIKE COAL MINING COMPANY.

THE